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COUNTRY Hungary

REPORT

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SUBJECT

Coal-Washing Plant, Pecs.

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a three-page report on the Pecs Coal-Washing Plant. The report contains information on the working capacity, the working process, and modernization plans of the plant.

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HUNGARYECONOMICPECS Coal-Washing Plant

1. The PECS washery is situated at [REDACTED] It is in the process of being modernised. 25X1

2. Coal for this plant comes from three main localities:

- a. VASAS
- b. MECSEK - SZABOLCS
- c. PECS - BANYATELEP.

Coal from VASAS and MECSEK - SZABOLCS has good coking properties. Only a small part of that mined at PECS - BANYATELEP has these properties, but it is separated from the non-coking coal and mixed with coal from the other two areas. The coal is delivered to the washing plant by the two railways which flank it on the east and west sides. It is carried in trucks, each of which is capable of transporting at least 50 or 60 tons.

3. The capacity of the plant is at present about 4,800 tons of coking coal per day, and 1,000 tons of non-coking coal. It is expected that the reconstruction at present being carried out will increase this daily total of almost 6,000 tons by 40% or even 50%. Reconstruction was to have begun at the end of 1956, but it is possible that this date may have been delayed by the Revolution. Almost all the material and equipment necessary had been delivered to the site by September.

4. The system hitherto employed at the PECS washery was as follows:

- a. The PECS - BANYATELEP non-coking coal was treated separately from the rest. That measuring under 6 mm. was not washed, but was sent to the railways, or used for firing purposes in industry. That measuring over 6 mm. was submitted to BAUM-jig treatment in order to lower the ash-content (always higher in the larger sizes of coal) and

SECRET

25X1

25X1

SECRET

25X1

- 2 -

was then used as a "leader" coal for mixing with other, inferior, grades and for burning by industry (e.g. sugar refineries). Some was also used on the railways..

b. (i) Coking coal coming mainly from VASAS and MOCSEK - SZABOLCS is first tipped out onto a grid which lets through only those pieces measuring less than 80 mm. (Over that size, the pieces are sent back for crushing). The coal is then lifted to the top of the washery and is there screened for sizes. Pieces over 6 mm. are placed in a BAUM-jig and pieces varying between .5 mm and 6 mm. in a RHEO channel. In the latter case, the coal is first de-dusted by air. Lowering of the ash content of the coal takes place in these machines.

(ii) The middling coal, which is gathered as a result of this washing is re-crushed and re-washed. The middling coal which is finally produced is sent to the nearby power station (the old one, adjacent to the washery) by conveyor belt. Only pieces of under 20 mm. are sent here. The surplus, if any, is sent to sugar-refineries, and in one year, 1955, the surplus was so great that 40,000 tons had to be stored near the DANUBE at MOHACS in large dumps. This surplus was due to a decision to reduce the output of the old hauler-station as it was uneconomical to run.

(iii) The clean, larger sizes produced by the BAUM-jig are used by the railways, and for firing purposes in industry.

(iv) The clean, smaller, sizes (.5 - 6 mm) produced by the RHEO channel represents the best coal. This is sent to the OBUDA coking plant in BUDAPEST and also to SZTALINVAROS. The OBUDA plant will not accept coal with an ash-content higher than 18., or a moisture content higher than 9..

(v) The dust particles under .5 mm. are partly blown off the coal by air-currents and then sent to the local briquette factory near the washery. (This factory was known in pre-war days as the D.G.T. plant - Danube Steam Shipping Company - and

was taken over by the Russians in 1945. It was given back to the Hungarians in 1950 or 1951 and is now run by the Briquetting Trust). Some of this dry dust is mixed with larger coal and used

25X1

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25X1

- 3 -

in the railways.

(vi) Those particles not blown off the coal are retrieved from the washing water and allowed to settle in four large open tanks or ponds. The water takes about three months to evaporate, and the result is a form of jelly which is then sold for domestic consumption. It has a high calorific value and a low ash-content. Some of these wet particles were sent to the OBUDA coking plant along with the larger sizes.

5. The ash-content of raw-feed coal (run-off mine coal) produced in the PECS and KOMLO areas varies between 38% and 42 or 43%. This figure has been even higher in recent times owing to some open-cast mining and the employment of different mining methods. Middling coal had an ash-content of 46-50% and "waste" coal one of 70%.

6. 65% of all run-off mine coal in the area is under 6 mm.; 30% of this (i.e. about 20% of the total) is under .5 mm.

7. Modernisation of the washing-plant will include:

a. The abolition of the BAUM-jig and its replacement by small size jigs (These were to be made by the APRITOGEPGYAR of JASZBERENY).

b. More floors are to be erected on top of the building.

c. New bins of reinforced concrete are to be built to enable coal to be mixed.

d. The dry de-dusting technique will be abandoned. In future, the whole range of sizes will be washed and the particle slurry which results will be sent to/froth-flotation plant. In this plant /a new hydrocyclons will be fitted to regulate the density of the slurry. (These hydrocyclons are conical in shape and measure .5 metres across at the top and 1.75 metres in height. They are produced in Czechoslovakia. The rest of the plant is made by the BANYASZATI BERLENDZESSEK GYARA, at KISKUNFELLEGYHAZA. The exception to this is the cells of the froth flotation plant which were made by the APRITOGEPGYAR, JASZBERENY.

e. There will be a new larger transformer to serve the plant.

8. Plans for this reconstruction were drawn up by the Mining Industry Planning Institute under the supervision of Czech engineers. Also closely involved were the coal-preparation department of the Mining Research Institute and the coal preparation department of the University at SOPRON.

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